

“F”

Public Comments - Letters

From: [Anita Lees](#)
To: [Ayers, Dana](#)
Cc: katydid94558@hotmail.com
Subject: FW: Notice of Public Hearing - Palmaz Personal Use Heliport Use Permit and FEIR
Date: Monday, February 20, 2017 9:22:50 AM
Attachments: [Notice of Public Hearing_Palmaz Heliport_FEIR.pdf](#)
[ATT00001.htm](#)

Hi Dana

Thank you for the notice, I am responding to the attachment and the proposal of allowing a heliport for Palmaz. I am vehemently opposed to this proposal. It is once a again rich people wanting convenience for themselves. The Napa airport is a 15 minute drive from Palmaz address, there is no reason he cannot land there. Because he "loves to fly" that is no reason to allow a heliport. Where does it end? Other rich winery owners wanting their own helicopter landing pad? So the so called quiet Napa is filled with helicopters flying around? I've quoted from the recent Harrison Ford almost bringing down a passenger plane-see below.

Please encourage our officials to deny this.

Let me know if this is sufficient or if I have to write something else to discourage this

Thank you

Harrison Ford was aboard a small plane that landed on a taxiway of a California airport, flying directly over a waiting American Airlines 737, federal officials said.

Written and verbal comments are solicited regarding the project, the alternative to the project, and the adequacy of the FEIR. Written comments must be presented during the public review period, which runs from February 18 through March 21, 2017. Comments should be directed to Dana Ayers, Planner III, Napa County Planning, Building & Environmental Services Department, by mail to 1195 Third Street, Suite 210, Napa, California 94559; by telephone at (707) 253-4388; or by email to dana.ayers@countyofnapa.org, and must be received before 4:45 p.m. on Tuesday, March 21, 2017.

From: Anita Lees [<mailto:katydid94558@hotmail.com>]
Sent: Friday, February 17, 2017 8:12 PM
To: Anita Lees <Anita@camomi.com>
Subject: Fwd: Notice of Public Hearing - Palmaz Personal Use Heliport Use Permit and FEIR

Anita Lees

Begin forwarded message:

From: "Ayers, Dana" <Dana.Ayers@countyofnapa.org>

Date: February 17, 2017 at 5:47:19 PM PST

To: "Ayers, Dana" <Dana.Ayers@countyofnapa.org>

Subject: Notice of Public Hearing - Palmaz Personal Use Heliport Use Permit and FEIR

Interested Party,

Attached is a Notice of Public Hearing of Planning Commission's consideration of the Use Permit Application and Final Environmental Impact Report (FEIR) for the proposed Palmaz Personal Use Heliport (Use Permit Application #P14-00261). The Notice also includes information on how the FEIR can be reviewed online or in hard copy.

You are receiving this email because you have expressed an interest in or submitted a comment letter on the Draft Environmental Impact Report prepared for the proposed project. If you wish to have your email address removed from this list, please contact me by reply to this email.

Regards,

Dana Ayers, Planner
Napa County
Planning, Building & Environmental Services
1195 Third Street, Napa, CA 94559
Phone: 707-253-4388
Fax: 707-299-4320

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June 26, 2015

To: Napa County Planning Commission

c/o Mr. John McDowell

Deputy Planning Director

1195 Third St. Suite 210

Napa, CA 94559

RE: Palmaz Winery Heliport Application

Dear Mr. McDowell and Commissioners:

I write today to ask the Napa County Planning Commission to deny Palmaz Winery a permit to allow helicopter operations on the west face of the mountain, or upon the valley floor of their property.

My residence is located at 1230 Olive Hill Lane, about one mile WNW of their winery. I am a retired airline pilot who has enjoyed this quiet country location for the past twenty- two years. Some years ago, when the tunnels at Palmaz were being excavated, our neighborhood became aware of just how much noise echoed off of their basalt hillside.

Our area is by nature a tranquil one, with occasional noises from vineyard operations. With light breezes, we frequently hear conversations taking place on the NVCC tennis courts, which are about a mile away. Being able to hear the natural sounds of our surroundings is paramount to the enjoyment of our neighborhood.

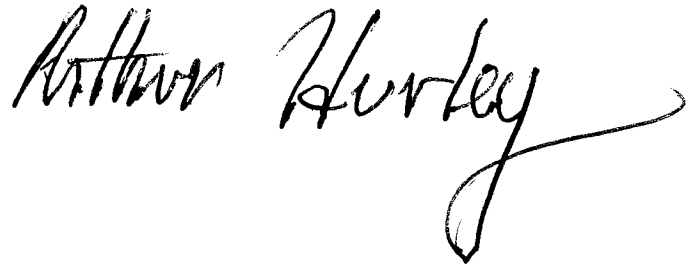
It seems to me that helicopter operations are incompatible with the rural nature of our neighborhood, especially since we are just twenty minutes from the Napa Airport. The Napa Airport offers a much better spot for support of helicopter operations, and is close at hand.

If the Planning Commission feels that a heliport is worthy, I ask that it be restricted to a location east of the crest of the hills, on vineyard property already owned by Palmaz Winery. I would further ask that any

operations to or from the helipad be kept to the east of the crest, and limited to daylight only.

Our tranquil, semi rural part of east Napa is not compatible with helicopter operations, and I feel it is not in the best interests of Napa County to allow such activity at Palmaz Winery. Please insure that the commission is made aware of this letter.

Thank You,

A handwritten signature in black ink that reads "Arthur Hurley". The signature is written in a cursive style with a long, sweeping tail on the letter "y".

ABBOTT &
KINDERMANN, LLP

ATTORNEYS AT LAW

May 11, 2015

RECEIVED

MAY 14 2015

Napa County Planning, Building
& Environmental Services

Via Email to: Kelli.Cahill@countyofnapa.org
and U.S. Mail

Kelli Cahill, Planner III
Planning, Building & Env. Svcs.
County of Napa
1195 Third St., Ste. 210
Napa, CA 94559



Re: Palmaz Residence Private Heliport - Use Permit No. P14-00261
4031 Hagen Road, Napa (APN 049-270-020)

Dear Ms. Cahill:

This communication is in response to an email from Ginna Beharry, who is involved with the group Vision 2050. In her email dated May 6, 2015, she alluded to the fact that the Palmaz family is applying to build a heliport at 4031 Hagen Road, Napa, California 94558, and that the applicant's true intention is to use the heliport for commercial purposes. Essentially, Ms. Beharry suggested that the Palmaz family intends to take their winery visitors up in the helicopter as part of the visitor experience, and she asked neighbors to sign a petition opposing the heliport based on this false assumption. A copy of Ms. Beharry's email and petition are enclosed for your reference.

As you are already aware, but we feel the need to restate our position, our application is for a private heliport only, which will solely be utilized by the Palmaz family and will never be used to transport guests of the winery.

Very truly yours,


Brian Russell 

BR/lh
Encls.

From: "Ginna Beharry" <ginna.beharry@sbcglobal.net>

Subject: helicopter landing

Date: May 6, 2015 5:30:43 PM PDT

To: <Undisclosed-Recipient:;>

Dear neighbors and friends,

Please read the attached petition regarding the application by the Palmaz family to place a helicopter pad next to their residence on Hagen Road. Sometime ago, citizens opposed a helicopter pad for a winery on Diamond Mountain and an ordinance was passed to prevent tourist helicopters at wineries. The Palmaz family is applying for a helicopter landing area at their residence, but the winery is next to the residence. The helicopter they plan on using is of a 7 seater normally used for tourist operations in many areas. The noise will be extremely disruptive to a large area and I feel that one person should not benefit to the detriment of so many.

If you read the petition and agree, please sign it send it back to the email address for Napa Vision 2050 listed at the bottom of the petition. Should you require more information, I can put you in touch with the person spearheading this effort. Let's let the County know we are paying attention!

Thank you,
Ginna

PETITION

To the Napa County Planning Department, Planning Commission and Board of Supervisors:

RE: Palmaz Residence Private Use Helicopter Application
4031 Hagen Road, Napa, CA 94558
UP # P14-000261-UP

I am a resident of Napa County and object the County's policy to grant Conditional Use Permits for Private Use helicopter landings. According to extensive California case law, Conditional Use Permits are *to enable a municipality to control certain uses which could have detrimental effects on the community or that they are in the best interest of public convenience.*

The Palmaz application serves no public purpose and can only have detrimental effects on the welfare of this community and therefore request that you deny it.

Name:

Signature:

Date:

Address:

Email Address:

Name:

Signature:

Date:

Address:

Email Address:

RETURN FOR FORWARDING TO: napavision2050@gmail.com

From: [David Davidovic](#)
To: [Ayers, Dana](#)
Subject: Public Comments: AMALIA PALMAZ LIVING TRUST / PALMAZ PERSONAL USE HELIPORT, USE PERMIT APPLICATION #P14-00261 – UP
Date: Sunday, February 19, 2017 9:56:08 AM

To:
Dana Ayers, Planner
Napa County
Planning, Building & Environmental Services

This note is in response to your note and the call for comments with respect to above-noted project.

We have important concerns and recommend Napa County denies issuance of this perming on the following grounds:

- 1) There is no compelling rationale for allowing this highly-disruptive convenience. A valid rationale would include a hospital, a first-responders center or other facility that may require aircraft takeoff and landing facilities. The winery is easily accessible by very good roads, so there is no evident necessity.
- 2) Noise disturbance. A helicopter is a very noisy vehicle. We are on Montecito heights and have experienced very high noise levels from other helicopters, such as those passing by going up or down valley or during events such as BottleRock. This nuisance is real anywhere in the valley for the precise reason that it is a valley. The city or county cannot, to our understanding, regulate flight paths. There is no assurance that the helicopters will follow any routes of least disturbance - if such exist.
- 3) Environmental impact. Perhaps the construction of the pad itself will not cause a big environmental impact in terms of water use, loss of vegetation, etc. However, helicopters are one of the least efficient vehicles when it comes to greenhouse emissions on a per-passenger mile basis. A lot of fuel and major emissions for just a few passengers. The applicants claim that environmental impact is minimized because passengers would travel in EV vehicles to and from the helicopter is ludicrous.
- 4) Establishes precedent. Once one such project is approved, it will be difficult to decline other similar projects all over the valley. Any kind of rejection would be followed by court cases that would be hard to defeat because of the precedent set by this approval.

Based on these and other reasons, we respectfully request the City of Napa to reject this permit applications.

David and Erica Davidovic
608 Montecito

On Feb 17, 2017, at 5:47 PM, Ayers, Dana <Dana.Ayers@countyofnapa.org> wrote:

Interested Party,

Attached is a Notice of Public Hearing of Planning Commission's consideration of the Use Permit Application and Final Environmental Impact Report (FEIR) for the proposed Palmaz Personal Use Heliport (Use Permit Application #P14-00261). The Notice also includes information on how the FEIR can be reviewed online or in hard copy.

You are receiving this email because you have expressed an interest in or submitted a comment letter on the Draft Environmental Impact Report prepared for the proposed project. If you wish to have your email address removed from this list, please contact me by reply to this email.

Regards,

1195 Third Street, Napa, CA 94559

Phone: 707-253-4388

Fax: 707-299-4320

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Cahill, Kelli

From: debbie@napabrown.com
Sent: Friday, May 08, 2015 12:15 PM
To: Cahill, Kelli
Subject: Palmaz Helipad?

Hi Kelli,

I live in Alta Heights and am very concerned about the proposed Palmaz helipad. I would like to be notified as this proposal moves forward. I plan on signing the petition opposing this project.

Thank you,

Deborah Brown

From: [Georgia Marum](#)
To: [Ayers, Dana](#)
Subject: opposition to palmaz helipad
Date: Wednesday, January 27, 2016 8:12:45 PM

Hi Dana,

We live at 2061 N 3rd Ave. We have lived out here since 1985. We have never tired of the beauty and solitude. We want to let you know that we are in opposition to Palmaz helipad.

Georgia and Doug Marum

Sent from my iPad

From: [Jeff Davis](#)
To: [Ayers, Dana](#)
Subject: Private Palmaz helipad
Date: Wednesday, July 20, 2016 1:23:53 PM

I write to protest as strongly as possible the permitting of a helicopter landing pad on any private property in Napa Valley. We have an airport for such a noisy thing, and it is there and ready for use.

The current request is being made by a rich young man who has no concern for his neighbors, and only for his own (minimal) convenience.

There are many of us closely watching how supervisors are handling this arrogant request.

Please please please, for the peace and quiet of the community, deny this application.

Jeff Davis
677 Cabot Way
Napa 94537

From: [Jerry](#)
To: [Ayers, Dana](#)
Subject: RE: Notice of Public Hearing - Palmaz Personal Use Heliport Use Permit and FEIR
Date: Saturday, February 18, 2017 3:15:39 PM

Thanks for the notification.

I am opposed to this proposal. It will result in elevated noise levels, despite applicant's claims. Medical research is now exposing links between background noise and all kinds of medical problems like heart disease and mental illness. We should be getting rid of noise sources, not adding to them. No helipad for neveau riche arrivistes.

From: Ayers, Dana [mailto:Dana.Ayers@countyofnapa.org]
Sent: Friday, February 17, 2017 5:47 PM
To: Ayers, Dana
Subject: Notice of Public Hearing - Palmaz Personal Use Heliport Use Permit and FEIR

Interested Party,

Attached is a Notice of Public Hearing of Planning Commission's consideration of the Use Permit Application and Final Environmental Impact Report (FEIR) for the proposed Palmaz Personal Use Heliport (Use Permit Application #P14-00261). The Notice also includes information on how the FEIR can be reviewed online or in hard copy.

You are receiving this email because you have expressed an interest in or submitted a comment letter on the Draft Environmental Impact Report prepared for the proposed project. If you wish to have your email address removed from this list, please contact me by reply to this email.

Regards,

Dana Ayers, Planner
Napa County
Planning, Building & Environmental Services
1195 Third Street, Napa, CA 94559
Phone: 707-253-4388
Fax: 707-299-4320

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Cahill, Kelli

From: Jerry <jerry.fitch@sbcglobal.net>
Sent: Friday, May 08, 2015 8:06 PM
To: Cahill, Kelli
Subject: Palmaz Heli Pad

Please put me on the notification list for this application.

Helicopters are noisy, annoying, and polluting. I am very much against any helipads in the Coombsville area. There are plenty of small jets and helicopters overflying the area already. No mas.

-Jerry Fitch
5045 Coombsville Road

Cahill, Kelli

From: McDowell, John
Sent: Monday, May 11, 2015 12:27 PM
To: 'John McAughtry'
Cc: Cahill, Kelli
Subject: RE: eMail John McDowell

Thank you for your comments - I have forwarded to the staff planner, Kelli Cahill, cc'd for inclusion in the administrative record.

Sincerely,

John McDowell
Deputy Planning Director
Napa County Planning, Building and Environmental Services Department
(707) 299-1354

-----Original Message-----

From: John McAughtry [<mailto:johnmca1@yahoo.com>]
Sent: Friday, May 08, 2015 3:22 PM
To: McDowell, John
Subject: eMail John McDowell

I would like to make you aware of my 100% objection to the proposed helicopter pad for the nearby Palmaz estate. If the Palmaz family wants to land their helicopter, there is a perfectly good airport about 20 seconds flying time from their property.

John McAughtry
212 Buttercup Court
Napa CA 94559

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› LIFTING EXPECTATIONS.™

May 4, 2016

The Honorable Alfredo Pedroza, District 4
Chairman
Napa County Board of Supervisors
County Administration Building
1195 Third Street, Suite 310
Napa, California 94559

Dear Chairman Pedroza:

HELIMAX AVIATION, Inc. is a major helicopter operator providing a wide range of rotary-wing services to both public and private sector clients, to include helicopter fire-fighting services for Federal and State agencies. Due to the growing likelihood of major wild-land fires throughout Northern California, and the concurrent potential for loss of life and/or property improvements, HELIMAX has established a major base of operations at McClellan Airport in Sacramento, California where we maintain an extensive fleet of light, medium and heavy helicopters that are assigned to Federal and State fire-fighting contracts during California's fire season.

Our managers, helicopter crews, and support personnel are proven professionals in the highly specialized arena of helicopter fire fighting, especially in the various topographic landscapes and environmental conditions encountered in Northern California. In responding to requests from Federal, State and local governmental authorities for fire-fighting assistance, we can confirm that the availability of a nearby airport or heliport, which offers a source of water and/or vehicular accessibility, greatly enhances the helicopter's operational effectiveness and our ability to support ground crews in their efforts to control and ultimately suppress wild-land fires, especially in mountainous or hilly terrain.

It is our understanding that the Napa County Board of Supervisors will soon consider an application by the Palmaz family to develop a "private-use" helistop on their vineyard in eastern Napa County. While members of the HELIMAX staff have not directly collaborated with the Palmaz family regarding the technical details of their proposed ("private-use") helistop, we are confident in encouraging the Board of Supervisors to consider this proposal in the broader context of being a "quasi-public safety" project that benefits not just the Palmaz family, but also urge the Board to recognize the "public safety" merits of

allowing for the establishment of a new helicopter landing area in the Napa County foothills that can be utilized by fire-fighting helicopters during future emergency operations.

The development of a helicopter landing area on the Palmaz family property will allow fire-fighting helicopters to more efficiently access water supplies and will also allow fire-fighting vehicles accessibility to the helistop site, both of which are important operational considerations for suppressing a wild-land fire in the early “initial attack” phase of operations. Accordingly, from a “tactical” perspective, the development of a new helicopter landing area in Napa County which affords water supplies and vehicular accessibility for fire-fighting operations is a valuable “public safety” asset with the potential to play a decisive role in limiting the scope and damage of future wild-land fires in Napa County, or the surrounding area, notwithstanding the helistop’s primary (and more limited) function as a “private-use” helistop.

Sincerely,



Josh Beckham
General Manager

From: lasmussen@oakcanyon.com
To: [Ramos, Belia](#)
Cc: [Jessica Loring](#); mikeg@citypass.com; [Mary Elke](#); [Steve & Leelee Stefanki](#); [Pedroza, Alfredo](#); [Ayers, Dana](#)
Subject: Palmaz helipad
Date: Tuesday, February 14, 2017 10:17:44 PM

Ms. Ramos, we have not met but I reside in the fifth district. I am writing to tell you that I am opposed to the helipad proposed for the Coombsville area by Palmaz. I am also opposed to any private helipads in the Napa Valley. It is my opinion that private helipads are not agricultural in nature and are not consistent with the intent of the ordinance governing the Agricultural Preserve District.

My wife, Jessica Loring, and I have lived on Barrow Lane close to the Palmaz property for over twenty years. We will be out of town on the meeting date and will be unable to express our views.

I would ask that you review the proposal and listen to the opposition that exists against the proposal. You may also want to review the intent of the language governing the Agricultural Preserve District.

I hope you would find fit to support my position in this matter and vote against the proposal.

Thank you,
Laurence Rasmussen

Cahill, Kelli

From: Leslie Lew <leslielightning@hotmail.com>
Sent: Friday, May 08, 2015 1:09 PM
To: Cahill, Kelli
Subject: Palmaz Heli Pad

Hi Kelli,

would you please keep me informed of the status of the Palmaz Helipad? Thank you. I am opposed. We own a business in Coombsville and send our son to school there as well. Helicopters are noisy, disruptive, and their noise elicits stress. They do not belong in rural, pastoral Coombsville. Our guests really enjoy the peaceful ambiance which would be ruined by even one helicopter.

Thanks much,
Leslie Lew

From: [Lisa Cort](#)
To: [Pedroza, Alfredo](#); david.morrison@countyofnapa.gov; [Ayers, Dana](#)
Cc: [Tittel/Caloyannidis](#); [David Goldman](#)
Subject: Palmaz Helicopter Landing - noise intrusion
Date: Tuesday, November 03, 2015 2:52:57 PM

Dear Councilman Pedroza, Mr. Morrison & Ms. Ayers,

It has come to our attention that the Palmaz family is in process of conducting work to support their EIR and request for helicopter landings on their property in Coombsville.

In the last day or so there was a helicopter flying around the airspace above our property. It was so loud I could hear it from inside our house. So, I went outside to see if it was landing, as my dog barked at the sound like he would when near the sirens of an ambulance. Although, in this incidence the helicopter only seemed to be flying around the area, I can attest that when helicopters have flown over our house that the sound and the echoing have been reprehensible. I can't imagine how much worse the sound will be during take-off and landings, as well as having this type of noise intrusion occurring on a more regular basis. How can the whim of 1 property owner be provided permission to make a significant negative impact to the privacy and peace of all the neighbors surrounding them?

On top of this we are aware that the Palmaz family recently bought the Darrin property directly off of North Third Avenue and adjacent to their current property on Hagen. Their recent purchase also has a winery permit and we can only imagine that the combination of their properties, along with this helicopter permit will have significant impact on this area.

Our family stands in protest with the rest of our neighbors and respectfully ask you to deny the Palmaz permit for helicopter landings.

Sincerely,

Lisa Cort and David Goldman
55 Blue Oak Lane
Napa, CA 94558
lisa@dfvineyard.com

From: lois.decius@comcast.net
To: [Ayers, Dana](#)
Subject: Fwd: helicopter noise
Date: Tuesday, November 03, 2015 2:28:27 PM

Hello, I am writing to express my concern about the helicopter noise in my area which is the end of Hagen Road. Helicopters are particularly noisy here, perhaps because the sound bounces off the mountains close by. There has been more helicopter activity lately and particularly today - Nov. 3, 2015.

I am very concerned about the possibility of a heliport being put on the Palmaz property which is five properties from my own. Also I am concerned that if this one helipad is allowed, there will henceforth be more applications for this. We are not far from the Napa Airport which would be a logical place for landings in my opinion.

Lois C. Decius
3940 Hagen Road
Napa CA 94558

From: lois.decius@comcast.net
To: [Ayers, Dana](#)
Subject: Palmaz heliport
Date: Thursday, February 23, 2017 10:24:12 AM

Dear Dana, I strongly object to the proposed heliport on the Palmaz property. The main reason I object is the noise generated by helicopters. I live four properties from the Palmaz home (and winery). The sound bounces off Mt. George as we have found during the occasional presence of a helicopter.

In the past, the county has outlawed heliports at wineries. If Palmaz is allowed to build a heliport next to his home (and winery), it could happen that other homes (and wineries) will follow with applications. The peace of the entire Valley will be at risk.

Lois Decius
3940 Hagen Road

From: [Marjorie Lewis](#)
To: [Ayers, Dana](#)
Subject: Amalia Palmaz Living Trust/ Palmaz Personal Use Heliport, Use Permit Application #P14-00261-UP
Date: Tuesday, February 21, 2017 5:10:40 PM
Attachments: [Palmaz Private Heliport and Hanger Project.rtf](#)

Dear Ms. Ayers,

I originally submitted my comments regarding the above mentioned Use Permit on June 2, 2016. My comments and concerns remain unchanged, so I am resubmitting them in compliance with the public review period of February 18 through March 21, 2017.

I would appreciate a confirmation that my comments were received.

Thank you,

Marjorie Lewis

Sent from my iPad

June 2, 2016

Napa County Planning, Building and Environmental Services Department
1195 Third Street, 2nd Floor, Suite 210
Napa, CA 94559
Attention: Dana Ayers, Project Planner

Re: Palmaz Private Helipad and Hanger Project DEIR Comment

To the Napa County Planning Commission,

My name is Marjorie Lewis and I am the property owner of 1019 Mount George Avenue, Napa, CA. My husband and I have owned our home for approximately 21 years. Our home sits on 1 acre and is 1.1 miles from the Palmaz property by road; closer as the crow flies. I have been a resident of Napa since 1980, and my husband since 1955.

I am writing to express my objections to the Palmaz Private Helipad and Hanger Project. I want to point out that I have never met Mr. Palmaz or his family, and I have nothing personal against him.

I object to the project due to the following:

1) If the Palmaz Private Heliport and Hanger Project is approved, a precedent will be set for future development of personal heliports throughout Napa county. Given similar circumstances, on what grounds would a future applicant be denied, if the Palmaz Private Heliport was previously approved?

2) The Palmaz Private Heliport and Hanger project is a "recreational" project. It is simply one man's passion to land his helicopter next to his house. There is no business justification or public benefit of this heliport. The Napa County Airport is 11 miles from Mr. Palmaz's property and provides ample opportunity for his personal helicopter landing needs.

3) Once approved and built, there is absolutely no way to regulate Mr. Palmaz's usage of the private heliport and enforce compliance to the rules. The proposal states, "The heliport would be used for no more than four arrivals and four departures per week." Who will provide oversight to the usage? Is it the honor system? What happens when usage exceeds the limits and it becomes a nuisance? Human nature is such that we generally comply because there is a consequence if we do not.

4) As a property owner, I am entitled to the quiet enjoyment of my home and property. I support the flyover of helicopters, as we all do, for first responders such as the California Highway Patrol, Cal Fire and the REACH team. The noise near or over my home of the first responder helicopters is significant, but I understand the necessity of them. A recreational heliport 1.1 mile

from my home is disruptive at best and a private nuisance at worst. A Private Nuisance is an interference of a person's enjoyment and use of his land. Examples of private nuisances abound in the law, and include vibrations and loud noises. To clarify, since this is a private, personal heliport, it is separate and distinct from agricultural noise that is generally allowed.

Thank you for your consideration of my concerns and comments. Please take into account the future of our valley and deny the Palmaz Private Heliport and Hanger Project.

Sincerely,

Marjorie Lewis

Cahill, Kelli

From: Mary Elke <mary@elkevineyards.com>
Sent: Saturday, May 09, 2015 4:10 PM
To: Cahill, Kelli
Subject: Palmaz Helicopter application

Dear Ms. Cahill,

I live at 2210 Third Ave., Napa 94558

I am extremely opposed to the Palmaz application for a helicopter pad at their residence and winery. Surely the Ag Preserve, ought to protect against this intrusive noise and visual intrusion unrelated to agriculture. Moreover, the Palmaz Family has a long history of unauthorized expansion of use permits and un-permitted practices on their property. A private residential helicopter pad will quickly become a way to transport customers to and from their winery.

Please feel free to contact me if you would like further information.

Sincerely,
Mary Elke
707-246-7045

301 Ashlar Drive
Napa, CA 94558

RECEIVED

FEB 08 2016



Napa County Planning, Building
& Environmental Services

Napa County Planning Dept Suite 210
1195 Third Street
Napa, CA 94559

February 5, 2016

Dear Planning Commission:

Our letter concerns strong opposition to the proposed helicopter issue in Napa County.

After reviewing all of the recently discussed impacts, we feel since we already have a safe and convenient local airport it should not be too much of an inconvenience for affluent citizens to make a short vehicle commute to their estates.

Sincerely,



Robert and Dianne Snyder

STEPHEN J. DONOVIEL

1177 Ragatz Lane
Napa, California 94558
(707) 255-2357

RECEIVED

July 17, 2016

JUL 18 2016

NAPA COUNTY
EXECUTIVE OFFICE

Diane Dillon, Supervisor District 3
Napa County Board of Supervisors
1195 Third Street
Napa, CA 94559

re: Palmaz Helipad

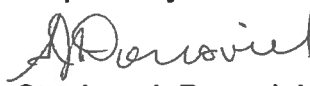
Dear Ms. Dillon and the other Members of the Board:

Laboring with misinformation that the above issue had been settled in favor of the numerous citizens of Napa who would suffer had it been approved, I did not pursue sending my own complaint. However, this past Friday evening I learned otherwise and that the Planning Director had said that none of the issues in the EIR would prohibit Mr. Palmaz's plans being approved. As anyone who has had a helicopter fly overhead, even at considerable distance, knows the noise alone would preclude wanting to be exposed to it on a regular basis, with the exception of the needs of CHP and other safety department and medical flight copters.

The request itself, which I think suggests a total lack of concern for others' discomfort and safety, amazes me since the only benefit is to satisfy Mr. Palmaz's love of flying and his seeming distain about driving the short distance to the Napa County Airport. I would suggest that the Board convene a meeting at a residence impacted by the proposal and allow Mr. Palmaz to fly his helicopter on the various flight patterns he proposes, thereby allowing the Board to directly experience what the neighborhood will be exposed to on a regular basis. This would permit an experiential and humanistic fact-finding basis to add to the existing database in making your ultimate decision.

Thank you for considering my suggestion.

Respectfully,


Stephen J. Donoviel

ordinance may only inhibit the building of heliports, which on their own, heliports do not make any noise. Therefore, Mr. Farella's amendment is attempting to provide a public welfare benefit (theoretically quieter Napa airspace), but the amended language falls short in the curtailment of helicopter activity and noise, because local governments are preempted from regulating aircraft operations and noise. In essence, Mr. Farella's amendment does not succeed in providing a legitimate public benefit, so the amendment itself does not pass the test set forth in *Arnel* because the amended language does not result in a public benefit. If the Board approved Mr. Farella's text amendment, this action would be an abuse of the County's police power.

Further, as noted earlier, private airports and heliports have been an allowed use in Napa County since 1965. Since then, only three private heliports have been approved. The last heliport was approved in 1984.

Since there are only three heliports in the entire County, and last one was approved 32 years ago, the zoning text amendment is not looking to cure a valid public welfare concern because a "heliport problem" does not currently exist. The text amendment fails to consider the numerous health, safety, and welfare benefits that heliports provide for the entire County. Heliports benefit the following Napa County industries: agriculture, construction, surveying, emergency services, and healthcare to name a few.

Mr. Farella's text amendment is not reasonably related to providing a tangible benefit to the general public welfare of the entire County. As written, an adoption of Mr. Farella's amendment would be considered an arbitrary exercise of the County's police power.

Conclusion

An unstudied and broad-sweeping ban on personal use heliports in Napa County could have detrimental and unintended consequences for the citizens of Napa County. For the reasons stated above, we strongly recommend that Napa County reject Mr. Farella's suggested changes to 18.120.010(B)(2).

Very truly yours,


Brian Russell

BR/lh

From: [Morrison, David](#)
To: ["William Stevens"; Ayers, Dana](#)
Cc: [Teri Stevens](#)
Subject: RE: Opposed to helicopter pad
Date: Wednesday, January 13, 2016 8:20:39 AM
Attachments: [image001.png](#)

Mr. Stevens,

Thank you for your comments. We will include them in the administrative record for this project.

Staff will make its recommendation based on the General Plan, County Code, and state law. The recommendation will be made once all of the analysis has been completed.

The decision regarding the helipad will be made by the Planning Commission, unless there is an appeal. In which case, the final decision would be made by the Board of Supervisors.

Either Ms. Ayers or I would be glad to talk with you further about this matter.

Respectfully,

David Morrison, Director
Planning, Building, and Environmental Services

From: William Stevens [mailto:wstevens@svb.com]
Sent: Tuesday, January 12, 2016 6:49 PM
To: Morrison, David; Ayers, Dana
Cc: Teri Stevens
Subject: Opposed to helicopter pad

Dana and David,

I am a full time Napa resident , raising my 3 children on Bell Lane and loving our 15 years in Napa Valley.

A neighbor told me of a hearing or meeting regarding the possibility of a helicopter landing pad. I think the date of the meeting is Jan 14th.

As I am unable to attend , I wanted to email you to let you know that my family opposes such an outcome and I ask you to take steps to ensure it is not approved.

We are already disturbed by air traffic heading up valley , flying above our property. Adding a landing pad in our vicinity will only increase our disturbance.

I would be pleased to chat via phone in case you wanted me to elaborate on our point of view. My home number is 707 224 8616

Thank you for considering our point of view and for your service of the county's needs.

Regards
Bill

William A. Stevens

wstevens@svb.com

899 Adams Street, Suite G-2

St. Helena, CA 94574

T 707.967.1373



If you recently applied for credit: *Important disclosures for Equal Credit Opportunity Act and USA PATRIOT Act, please click [here](#).*

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From: [Morrison, David](#)
To: ["Ron Tapper"](#)
Cc: [Ayers, Dana](#)
Subject: RE: Palmaz Helicopter Landing Pad
Date: Thursday, December 31, 2015 9:18:09 AM

Mr. Tapper,

Thank you for your comments. I am forwarding them to Ms. Ayers, who is the project planner for this proposal. They will be included in the administrative record that is provided to the Planning Commission for their consideration in making the decision.

Happy new year,

David Morrison, Director
Planning, Building, and Environmental Services

From: Ron Tapper [mailto:rontapper@sbcglobal.net]
Sent: Wednesday, December 30, 2015 10:01 PM
To: Morrison, David
Subject: Palmaz Helicopter Landing Pad

I am opposed to allowing a permit that would let Palmaz install a helicopter landing pad at their winery located at 4031 Hagen Road, Napa. We currently hear the helicopters coming to land at the Queen which is acceptable based on the service they provide to the community. But, I see no reason to grant private entities the ability to come and go from their business locations by helicopters. Palmaz is pretty inconsiderate of the surrounding neighbors with the noise he will generate with his helicopter operations. His winery is located on a hillside which will reflect the helicopter noise out into the Valley. He can use the airport like everybody else. It is zoned and set up for this activity.

Ron & Carolyn Tapper
1184 Ross Circle
Napa, CA 94558
707/252-8071

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From: [Morrison, David](#)
To: [Ayers, Dana](#); [Gallina, Charlene](#)
Cc: [Cahill, Kelli](#); [McDowell, John](#)
Subject: FW: UP#P14-00261-UP Palmaz Helicopter Pad
Date: Wednesday, July 01, 2015 5:14:25 PM
Attachments: [Helicopter 1.pdf](#)
[Helicopter 2.pdf](#)
[Helicopter 3.pdf](#)

From: Dillon, Diane
Sent: Wednesday, July 01, 2015 11:07 AM
To: Morrison, David
Subject: FW: UP#P14-00261-UP Palmaz Helicopter Pad

Diane Dillon
Napa County Supervisor - District 3
(707) 963-0890 phone
(707) 253-4176 fax
Diane.Dillon@countyofnapa.org
1195 Third St.
Napa, CA 94559

From: Victor Chiarella [<mailto:chi9@sbcglobal.net>]
Sent: Wednesday, July 01, 2015 11:03 AM
To: Dillon, Diane; Wagenknecht, Brad; Luce, Mark; Pedroza, Alfredo; Caldwell, Keith
Subject: UP#P14-00261-UP Palmaz Helicopter Pad

At a recent neighborhood gathering the subject of the proposed Helicopter Pad at the Palmaz residence was brought up and discussed. Many of the folks present decided to create and sign the attached petition to ask you to deny the Palmaz request for a Helicopter Pad at their residence. We feel that this location in particular, with Mt. George magnifying the noise of helicopter take-offs and landings, would be a disturbance in this residential area and makes this request particularly inappropriate and unjustified. And while this is of particular concern to our neighborhood, it could have the effect of opening the door for all Napa County residential neighborhoods.

Please see the attached petition. We urge you to deny the Palmaz request.

CONFIDENTIALITY NOTICE: This email message is intended only for the use of the individual or entity to which it is addressed, and may contain information that is privileged, confidential, and/or exempt from disclosure under applicable law. If you are not the intended recipient of the message, please contact the sender immediately and delete this message and any attachments. Thank you.

We, the undersigned neighbors, request that the permit for the Helicopter Pad at the Palmaz property at Hagen and Third be denied.

Name:

Address:

~~Victor A. Chumble~~

1043 Olive Hill Ln.

Dorrie Chumble

1043 Olive Hill Lane

Chris McClure

3500 Hagen Rd

Lois Decine

3940 Hagen Rd

John & Jenni & Stephan

1228 Hagen Rd. Napa

~~Blair & ...~~

1049 Mount George Ave.

CINDY Van Prooyen

~~TRACY HOA CARTER~~

1155 OLIVE HILL LN

BOB KIMMELL

3728 HAGEN RD

~~George & ...~~

3750 Hagen Rd.

Tim Tisher

3920 Hagen Rd.

Judith Woodard

3758 HAGEN ROAD -

+ Colette & ...

1001 Olive Hill Lane

JOE NEWMAN

1011 Olive Hill Lane

Don Kelly

3553 Hagen Rd.

Conor Kelly

3558 Hagen Rd

Sandy Jones

1046 Olive Hill Lane

Havel ...

3541 Hagen

Ruth ...

3541 Hagen

We, the undersigned neighbors, request that the permit for the Helicopter Pad at the Palmaz property at Hagen and Third be denied.

Name:

Address:

- Thom Voff 3025 Hagen Road Napa
- Art Hurley 1230 Olive Hill Lane, Napa
- Linda Feutz 3580 Hagen, Napa
- Jim Feutz 3580 HAGEN RD. NAPA
- Erin Renaudin 1175 Olive Hill Ln.
- Alan Friedman 3780 Hagen Rd., Napa, CA
- wendy Cavolo 1031 Olive Hill Lane
- Steve Cavolo " " " "
- James V. Jones 1046 OLIVE HILL LN
- Bett Reibel 1040 MOUNT GEORGE AVE
- Paul & Renee Maroon 3565 Hagen
- Robert O. Leonard 3736 Hagen Rd, Napa, Ca
- Robert O. Leonard " " " "
- Rick & Carla Shuman 3760 Hagen, Napa
- Larry & Linda Wolfe 2297 1ST AVE Napa No. 1
- Susan Hirsch 703624570 1037 La Londe Lane Napa 94558
- Barry & Carolinda Gustin 3535 Hagen Rd.

We, the undersigned neighbors, request that the permit for the Helicopter Pad at the Palmaz property at Hagen and Third be denied.

Name:

Address:

Jusan Syar

1224 Olive Hill Lane

Barry GUSTIN

~~3938~~ Hagen Rd.

JAN SYAR

1224 OLIVE HILL LANE

William J. McClure

3500 Hagen Road

From: [robert honer](#)
To: [Ayers, Dana](#)
Subject: Helicopter Landing Pad
Date: Tuesday, January 05, 2016 1:05:17 PM

We would like to voice our objection to the proposed helicopter landing pad!

This proposal is greed out of control. We don't know where to begin - that this is even being considered is an affront to the residents of this valley. How much more are we being asked to put up with in the name of tourism and the almighty dollar. The negative impact on the people who call this valley home should be blatantly obvious to everyone.

Why are rich tourists too special to put up with the traffic grid-lock and the pot holes the tax payer of this county is forced to put up with every day? Enough! This is going (way) too far!

Bob & Irene Honer

From: [Ron Tapper](#)
To: [Morrison, David](#)
Cc: [Ayers, Dana](#)
Subject: Palmaz Helicopter Landing Pad/ Planning Commission Hearing Wednesday March 1, 2017
Date: Tuesday, February 21, 2017 6:59:25 PM

David Morrison,
Director of Planning, Building & Environmental Services

I am opposed to the Use Permit application that would allow AMALIA PALMAZ LIVING TRUST/ PALMAZ PERSONAL USE HELIPORT, USE PERMIT APPLICATION #14-00261 - UP to install a helicopter landing pad, 4,000 square foot hangar and storage building at their winery located at 4031 Hagen Road, Napa. We currently hear the helicopters coming to land at the Queen which is acceptable based on the service they provide to the community. But, I see no reason to grant private entities the ability to come and go from their business locations by helicopters when they are situated near residential areas. The Palmaz winery is located on the slopes of the mountains to our east and the noise generated, as they take off and land, will be reflected off these mountains back into the Valley. We hear quite clearly helicopters that fly overhead either near or far away from our residence. The rotary blades reflect the exhaust noise downward and it sounds like someone is beating a drum.

Palmaz is pretty inconsiderate of the surrounding neighbors with the noise they will generate from their helicopter operations. Palmaz can use the Napa Airport like everybody else. The Airport is zoned and set up for this activity which is where it belongs.

The alternative to the Project, which would locate the heliport facility on Mt. George, would be even worse. That is closer to our residence. I can't believe there is not an environmental impact from the proposed project for the noise it would generate.

Please do not approve Use Permit application #P14-00261 - UP.

Sincerely,

Ronald R. Tapper, PE
Carolyn Tapper
1184 Ross Circle
Napa, CA 94558
707/252-8071

Cahill, Kelli

From: Sanna Delmonico <sannadelmonico@gmail.com>
Sent: Friday, May 08, 2015 3:18 PM
To: Cahill, Kelli
Subject: Helicopters at Palmaz

Dear Kelli,

I recently learned that a permit for a "personal" helicopter pad has been submitted for the Palmaz residence on Hagen road, and that you are involved in the process. I want to voice my strong opposition to this. I live in Alta Heights and we are regularly subjected to noise from helicopters and low-flying airplanes. It is often very disruptive. One family living just a few miles from the Napa airport does not need a helicopter pad that will disrupt the neighborhood. And helicopter transport to wineries is not permitted.

This is a bad idea.

Sanna Delmonico
1144 Willow Avenue
Napa CA 94559

Cahill, Kelli

From: sgalb@aol.com
Sent: Friday, May 08, 2015 10:44 AM
To: Cahill, Kelli
Subject: Palmaz helipad P14-00261

Dear Kelli.

Can you please add this to the Palmaz file?

I and other family members own property (Parcel #052-130-009) abutting the south side of Palmaz vineyard property. Although no one of us is a full-time resident we go there as often as we can.

I expect that our other neighbors are as dumbfounded by the audacity of the Palmaz proposal for a helipad as I am, and, since I am speechless, I also expect that they will be better able to articulate how the granting of the permit would dramatically alter their ability to enjoy their lives in this beautiful part of the world.

But I would like to explain for your initial consideration how the proposal particularly affects our property in a way which is exacerbated by projected location of the secondary approach, which as nearly as I can tell goes right over our property. Obviously we may have to weigh in further as more information becomes available.

We inherited our 80 acre parcel from our parents, and we share with them a love of this land in its natural state. We value the native oaks, buckeyes, shrubs and wildflowers. Animal life flourishes there - we have seen mountain lions, deer, bobcats, wild turkeys, and coyotes there. And my late mother meticulously documented the numerous varieties of birds she observed. I can provide you with her list if you wish. [Louise, do we have any idea how many there were in all. They are listed in the easement documents but there are duplications.]

We were grateful that there was a way (we thought) to ensure that this property would remain in this natural state forever. We worked with the Napa County Land Trust, and we gave them a conservation easement (recorded 9/30/2003 - 2003-0053262) which prohibits further development in perpetuity. No helipads, no commercial use, no vineyards. The Land Trust was particularly pleased because our property is very close to the Foote Mt. George Botanical Preserve, which is owned and maintained by the Trust in a similar state. In fact the two areas are separated only by Palmaz property.

I'm glad to learn that some helicopters are quieter than others, but I appeal to the good sense of the Planning Department to recognize that any helicopter is going to be a lot noisier than a bluejay. It would be difficult to quantify the the disruption to the ecosystems that the granting of this permit would cause, but there will be some, and it will not be insubstantial.

Respectfully submitted,

Sarah Dunlap Galbraith

From: [Stephen Winiarski](#)
To: [Pedroza, Alfredo](#); david.morrison@countyofnapa.gov; [Ayers, Dana](#)
Cc: [Tittel/ Caloyannidis](#)
Subject: Helicopter noise
Date: Tuesday, November 03, 2015 2:50:23 PM

To whom it may concern:

I am emailing you today to register my complaints about the helicopter noise in the neighborhood around Palmaz Winery and residence. As I suspected, the noise has quite a lot of impact and in the area where we are seemed like it was reverberating back from the hills. I am dismayed at the thought that this would be even considered an acceptable activity in our area, and certainly would negatively affect our property values if it becomes something that happens on a regular basis. Please take my complaints as well as those of the other residents into account when considering this proposal.

Best regards,

Stephen Winiarski
1050 Mount George Ave, Napa CA
707.738.1813

From: [Terri Lee](#)
To: [Ayers, Dana](#)
Subject: Helicopters go home! This is not a war zone.
Date: Tuesday, November 03, 2015 6:35:38 PM

Good afternoon,

This is Terri Lee. I live at 3315 Hagen Road, Napa and today have heard/felt helicopter noise over my home and around the area. I have vertigo and ear problems and the vibrations and noise causes me some discomfort and is just annoying. I was trying to enjoy some Fall sunshine and some quiet downtime while my kids are in school and the choppers really put a damper on it and my ears are still not back to normal.

Please do not allow this activity to continue. If I wanted to live on an AF Base or in a war zone I could have paid far, far less for our home. What will they get away with next?

Thank you.

A concerned citizen.

Terri Lee

From: [Timothy WAHLE](#)
To: [Ayers, Dana](#)
Subject: Palmaz
Date: Tuesday, November 03, 2015 4:29:48 PM

Have heard how disruptive the helicopters were today during the impact study. I can only imagine in the future how bad this would be. Please consider. Tim Wahle - Olive Hill Lane

Sent from my iPhone

From: [Tittel/Caloyannidis](#)
To: [Ayers, Dana](#)
Cc: [C/ 2050 Robert Pursell](#)
Subject: FW: PALMAZ Fwd: EPA Determines that Aircraft Emissions Contribute to Climate Change Endangering
Date: Monday, July 25, 2016 10:44:23 AM
Attachments: [ATT00004.pdf](#)
[ATT00007.htm](#)

Dear Dana,

Please insert this document in the Palmaz file. Though the deadline for EIR comments has passed, this is important information released by the EPA only today.

Thank you,

George

News Releases

News Releases from Headquarters

EPA Determines that Aircraft Emissions Contribute to Climate Change Endangering Public Health and the Environment

07/25/2016

Contact Information:

Christie St. Clair (stclair.christie@epa.gov)

202-564-2880

(WASHINGTON) – The U.S. Environmental Protection Agency (EPA) today finalized a determination under the Clean Air Act that greenhouse gas (GHG) emissions from certain types of aircraft engines contribute to the pollution that causes climate change and endangers Americans’ health and the environment. The findings are for carbon dioxide (CO₂), methane, nitrous oxide, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆), all of which contribute to GHG pollution that represents the largest driver of human-caused climate change. These particular GHGs come primarily from engines used on large commercial jets.

“Addressing pollution from aircraft is an important element of U.S. efforts to address climate change. Aircraft are the third largest contributor to GHG emissions in the U.S. transportation sector, and these emissions are expected to increase in the future,” said Janet McCabe, EPA’s Acting Assistant Administrator for Air and Radiation. “EPA has already set effective GHG standards for cars and trucks and any future aircraft engine standards will also provide important climate and public health benefits.”

The agency is not issuing emissions standards for aircraft engines in this action. The final endangerment and contribution findings for aircraft engine GHG emissions are an important step that EPA must take prior to adopting domestic GHG engine standards. EPA anticipates that the

International Civil Aviation Organization (ICAO) will formally adopt its environmental committee's February 2016 agreement on international aircraft CO2 standards in March 2017. EPA anticipates moving forward on standards that would be at least as stringent as ICAO's standards.

The rulemaking process for aircraft GHG emissions will provide opportunities for industry, NGOs and other interested parties to provide their input through public review and comment.

In 2009, EPA issued similar findings regarding GHG emissions from new cars and light trucks. The agency determined that those vehicles contribute to GHG pollution that threatens Americans' health and welfare by leading to long-lasting changes in our climate that can have a range of negative effects today and in the future. Since then, the science on human-induced climate change has strengthened, further supporting today's final determination.

Today's findings support the goals of the President's Climate Action Plan to reduce emissions from large sources of carbon pollution. U.S. aircraft emit roughly 12 percent of GHG emissions from the U.S. transportation sector and 29 percent of GHG emissions from all aircraft globally. Under the Clean Air Act, EPA consults with the Federal Aviation Administration as it develops aircraft engine emissions standards. By law, any standards EPA sets must not cause a significant increase in noise or adversely affect safety.

Today's findings do not apply to small piston-engine planes (the type of plane often used for recreational purposes), or to military aircraft.

For more information on the final aircraft endangerment and cause or contribute findings, visit <http://epa.gov/otaq/aviation.htm>.

Last updated on July 25, 2016

From: [Tittel/Caloyannidis](#)
To: [Ayers, Dana](#)
Cc: [C/ 2050 Dan Mufson](#); [C/ 2050 Diane Shepp](#); [C/ 2050 Eve Kahn](#); [C/ 2050 Gary Margadant](#); [C/ 2050 Ginna Beharry](#); [C/ 2050 Kathy Felch](#); [C/ 2050 Melissa Kennedy](#); [C/ 2050 Mike Hackett](#); [C/ 2050 Norm Manzer](#); [C/ 2050 Robert Pursell](#); [C/ 2050 Yeoryios Apallas](#); [C/ PZ Betty Conway](#); [C/ PZ * Carole Kelly](#); [C/ PZ Erica Conway-Wahle](#); [C/ PZ * Frank Farella](#); [C/ PZ * Fred Giarrusso](#); [C/ PZ * Julia Winiarsky](#); [C/ PZ * Kirsty Gerosa](#); [C/ PZ Linda Feutz](#); [C/ PZ Marjorie Lewis](#); [C/ PZ Mary Elke](#); [C/ PZ Michael Piazzola](#); [C/ PZ Patricia Carpignano](#); [C/ PZ Victor Chiarella](#)
Subject: ADDITIONAL 2016 HELICOPTER ACCIDENTS
Date: Friday, April 29, 2016 3:00:19 PM
Attachments: [PALMAZ - CRASH 2016 \(3\).pdf](#)

Dear Dana,

I include an attachment with 3 more helicopter crashes in late March and April 2016. All 22 combined people on board were killed.

Please place in the record.

George

NEWS

Victims identified in fatal helicopter crash in Alabama

By Associated Press

March 27, 2016 | 1:03pm



Deputy Director of the County Coffee Emergency Management Agency James Brown speaks to the media.

Photo: AP

GOODMAN, Ala. — The Alabama Emergency Management Agency has identified the four people who were killed in a helicopter crash in southeast Alabama.

Alabama EMA spokesman Greg Robinson said Sunday the victims who died in the crash were pilot Chad Hammond, flight nurse Stacey Cernadas, flight medic Jason Snipes and patient Zach Strickland. Robinson says the victims were aboard an ambulance helicopter that crashed around 12:17 a.m. Saturday in Goodman, Alabama.

Robinson says the downed helicopter was found after 7 a.m.

Coffee County EMA Deputy Director James Brown tells WSFA-TV that the aircraft crashed after responding to a wreck in which the patient had a broken leg and was unconscious.

National Transportation Safety Board is investigating.

FILED UNDER **ALABAMA, HELICOPTER CRASHES**



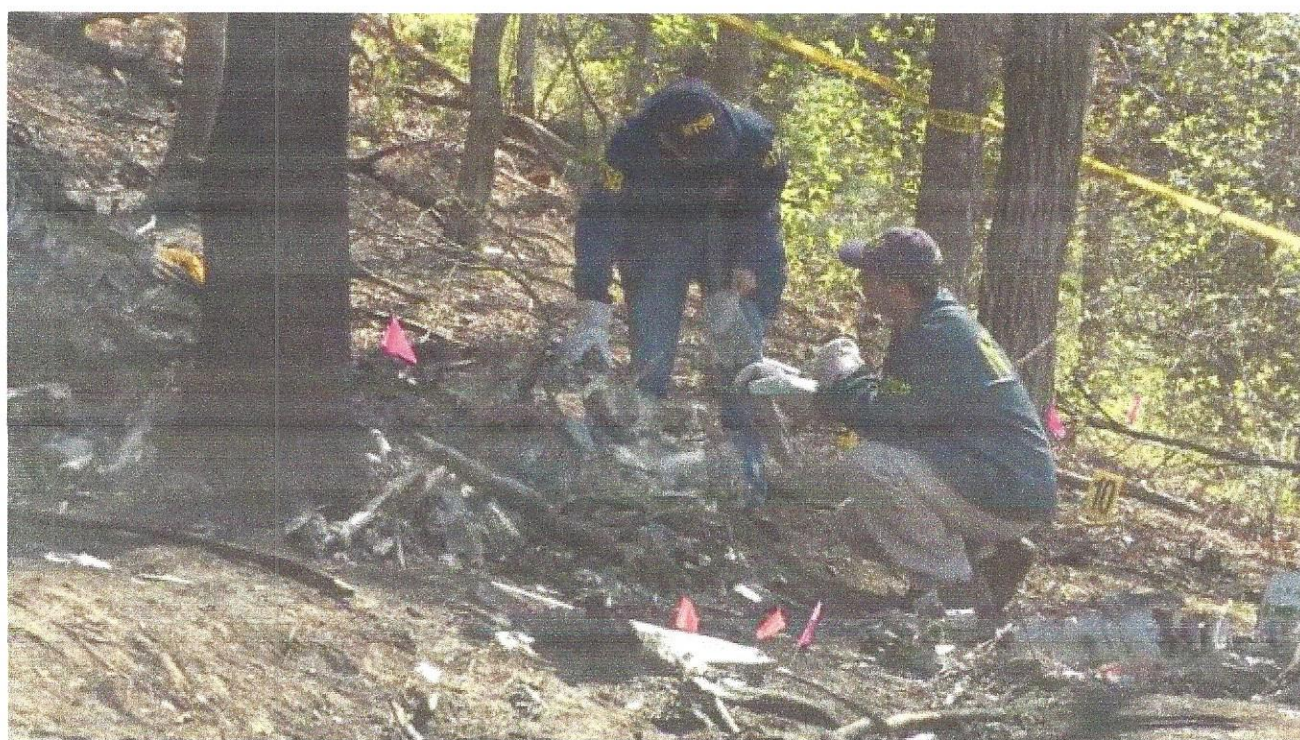
First responders cope after Pigeon Forge helicopter accident

5 killed after sightseeing helicopter crashes in Sevier County.



By [Whitney Good \(http://wate.com/author/watewhitneygood/\)](http://wate.com/author/watewhitneygood/)

Published: April 4, 2016, 5:05 pm | Updated: April 8, 2016, 7:30 pm



NTSB examines Pigeon Forge helicopter crash site on April 5, 2016

PIGEON FORGE (WATE) – After an emotionally taxing week, first responders in Pigeon Forge are now coping with the sights of tragic scenes.

As a sightseeing helicopter from Smoky Mountain Helicopters crashed on a ridge-line in Pigeon Forge dozens of calls poured. The National Transportation Safety Board, which is investigating the crash said five people were killed including the pilot Jason Dahl, 38, Kodak resident Johna Morvant, 49, her two children Parker Rasmussen, 18, and Peyton Rasmussen, 22, as well as Peyton Rasmussen's boyfriend, Michael Mastalez, 21.

Pigeon Forge Fire Chief Tony Watson was one of the first on scene of the deadly helicopter crash Monday. "We've seen a lot this week, and what we've tried to do is make sure that we've kept a good watch on our folks," he said. "We always say that when you see an event like that, like those five fatalities, that you're forever going to be changed."

Watson says it is well after the fact when the toll of what they have seen hits. "We've been busy, so busy this week, it's been hard to really have any time to be able to process it," he said.

After tragic incidents like that, they hold Critical Incident Stress Debriefing meetings to allow them to talk about what they have seen. They also offer mental health experts for the department to help them deal with the emotions.

"Just talking with them and giving them those opportunities to have the downtime and that they get their mind clear a little bit. They'll never forget it, but we don't want it to be something that keeps them up at night," said Watson.

WATSON said it is all about support and channeling those tough emotions into something productive. "We've got to do our job well because that's what we're paid to do, and that's what the good lord has us do," he said.

Watson also says they have seen a lot of support from the community offering thanks and prayers for them.

911 calls released from deadly Pigeon Forge helicopter crash

The 9-1-1 calls released Thursday by the Pigeon Forge Police Department are bringing new insight into Monday's deadly helicopter crash.

"A helicopter just went down and there's black smoke everywhere," said one caller. "It just hit the trees in that long bottom there," said another.

People throughout Sevierville and Pigeon Forge witnessing the chopper from Smoky Mountain Helicopters crash just off Rainbow Road clipping trees and catching fire as it landed. Some rushed to help.

"I'm a firefighter I'm going to see if I can do something," one caller said. The dispatcher responded, "When you get there if there's any injuries can you give us a call back?" The caller answered, "There's severe injuries right now I'm looking at them."

At least one person in the helicopter was still alive and out of the fire, but gravely injured, after the chopper crashed. "Oh my gosh. It's bad. It's bad," said the firefighter who called 911.

All five people in the helicopter died. The investigation is continuing into what caused the crash.

The NTSB said the chopper hit a ridge line before landing below and bursting into flames. Investigators say it could take up to a year to complete the investigation and release their findings.

Related:

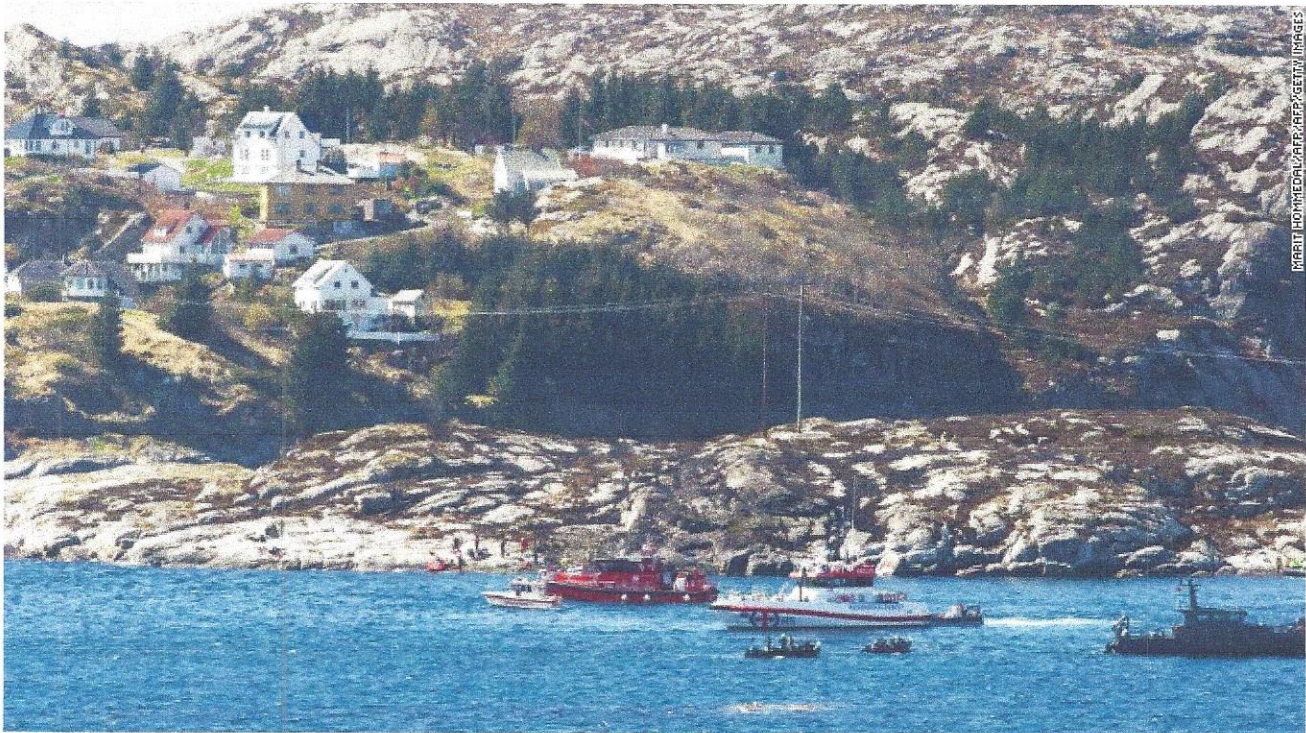
- [NTSB: Investigation into Pigeon Forge helicopter crash could take 1 year \(http://wate.com/2016/04/05/ntsb-could-take-months-to-determine-cause-of-pigeon-forge-helicopter-crash/\)](http://wate.com/2016/04/05/ntsb-could-take-months-to-determine-cause-of-pigeon-forge-helicopter-crash/)
- [Pilot's girlfriend heartbroken after Pigeon Forge helicopter crash kills 5 \(http://wate.com/2016/04/05/pilots-girlfriend-heartbroken-after-pigeon-forge-helicopter-crash-kills-5/\)](http://wate.com/2016/04/05/pilots-girlfriend-heartbroken-after-pigeon-forge-helicopter-crash-kills-5/)

World + Helicopter crashes into sea off Norway, at least 11 dead



By Dominique Heckels and Don Melvin, CNN

Updated 12:28 PM ET, Fri April 29, 2016



Rescuers search the water off the coast of Bergen, Norway, after a helicopter carrying oil workers crashed on Friday, April 29.

Story highlights

NEW: Rescue operations have halted

Thirteen people were reported to have been on board

local time (11 a.m. ET), officials said.

"The searches have concluded. We are no longer searching for the last two passengers," Eorte Galti, with the Joint Rescue Coordination Centre Southern Norway, told CNN.

"Witnesses have said the rotor of the helicopter was seen flying away from helicopter before it crashed, but I cannot confirm," Galti said.

(CNN) — A helicopter carrying workers from an oil platform to the mainland crashed off the coast of Hordaland, Norway, Friday, killing at least 11 people, a police official told CNN.

Thirteen people were on board the aircraft, said Superintendent Morten Kronen.

It's not clear whether anyone survived the crash, but the rescue and recovery effort was halted at 5 p.m.

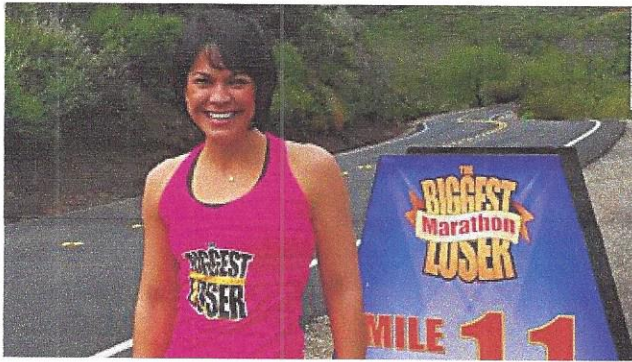
The helicopter was flying from an oil platform in the North Sea to the city of Bergen and carried employees of Norway-based energy company Statoil, according to a statement on the company website.

The crash happened 50 minutes into the flight with 10 minutes remaining to landing in Bergen on the mainland, it said.

Statoil has temporarily grounded all traffic helicopters to its platforms.

Hordaland is about 250 miles west of Oslo, the Norwegian capital.

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'Biggest Loser' winner talks regaining the weight



China's 'loneliest generation' finds solace in art



Woman gives birth on plane, names baby after airline



Can Prince's death spark key discussion on opioids?

From: [Tittel/Caloyannidis](#)
To: [Ayers, Dana](#)
Cc: [C/ 2050 Dan Mufson](#); [C/ 2050 Robert Pursell](#); [C/ 2050 Diane Shepp](#); [C/ 2050 Eve Kahn](#); [C/ 2050 Gary Margadant](#); [C/ 2050 Geoff Ellsworth](#); [C/ 2050 Ginna Beharry](#); [C/ 2050 Kathy Felch](#); [C/ 2050 Melissa Kennedy](#); [C/ PZ Betty Conway](#); [C/ PZ * Carole Kelly](#); [C/ PZ Erica Conway-Wahle](#); [C/ PZ * Frank Farella](#); [C/ PZ * Fred Giarrusso](#); [C/ PZ * Julia Winiarsky](#); [C/ PZ * Kirsty Gerosa](#); [C/ PZ Linda Feutz](#); [C/ PZ Marjorie Lewis](#); [C/ PZ Mary Elke](#); [C/ PZ Michael Piazzola](#); [C/ PZ Patricia Carpignano](#); [C/ PZ * Tom Farella](#); [C/ PZ Victor Chiarella](#)
Subject: PALMAZ APPLICATION
Date: Saturday, April 16, 2016 6:19:49 PM
Attachments: [PALMAZ - CRASH 2016 \(1\).pdf](#)
[PALMAZ - CRASH 2016 \(2\).pdf](#)

Dear Dana,

Attached are two reports on recent non-military helicopter accidents. Please insert in the record.

Thank you,

George

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3 people in helicopter crash near BWI-Marshall identified

Victims taken to hospital as precaution

UPDATED 6:53 PM EDT Apr 16, 2016

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3 cars stolen after Baltimore crashes

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LINTHICUM, Md. — Three people on board a helicopter that crashed Saturday near the Amtrak tracks by the Baltimore-Washington International Thurgood Marshall Airport have been identified.

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They are pilot Owen J. Garnett, 42, of Montrose, and two passengers, Kevin A. Tennis, 29, of Colora, and Jordan M. Marsh, 34, of Monkton.

Their injuries are not being reported as being serious, but the victims were taken to a hospital as a precaution.

The crash of the private helicopter, which happened just before 1 p.m. near Aviation Boulevard in Linthicum, also sparked a fire.

"It's near the railroad tracks in the woods, so it made it a bit challenging to get units to the accident site right away, but nevertheless, we were able to get there soon enough to ensure the safety of the three survivors and to extinguish the fire," BWI Fire and Rescue Chief Victor Ferreira Jr. said.

State and county police remain at the scene.

Federal authorities at the Federal Aviation Administration and the National Transportation Safety Board were also notified.

The cause of the crash remains under investigation.

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The three occupants told officials they were checking power lines in the area when the crash occurred. The helicopter went down in a wooded area near a stream.

Baltimore Gas and Electric released a statement, saying, "The helicopter that crashed this afternoon was a helicopter contractor performing inspections of electric transmission lines for BGE. There was one BGE employee and two contractors on board at the time of the crash. All three individuals are not reporting serious injuries, but were transported as a precaution to a local hospital. No BGE equipment was affected during this incident."

Transportation officials said Amtrak and MARC service in the area may be interrupted and delayed until the investigation is complete and the helicopter is removed.

The helicopter is owned by Sky River Helicopters of Pittstown.

Stay with WBAL-TV and WBALTV.com for more details.



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Life flight helicopter crashes in South Alabama: four confirmed dead

POSTED 1:28 PM, MARCH 26, 2016, BY JESSICA GROTJAHN, *UPDATED AT 05:25PM, MARCH 26, 2016*



COFFEE COUNTY, Ala. – The Coffee County Emergency Management Agency have identified the four people who were killed early Saturday morning when a Haynes Life Flight helicopter crashed.

The victims are pilot, Chad Hammond; flight nurse, Stacey Cernadas; flight medic, Jason Snipes; and patient Zach Strickland, WTVY reported.

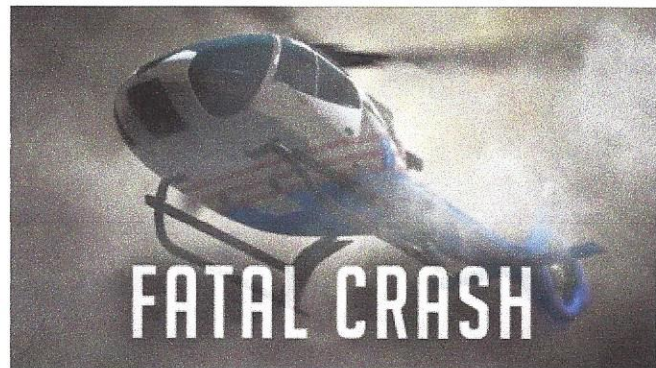


Image courtesy of MGN Online

The Coffee County EMA are on the scene of an accident involving a Life Flight Air Ambulance. Officials report that around midnight, an Air Ambulance went down and was missing.

The aircraft, operated by Haynes was found at approximately 7 a.m., Saturday morning. The aircraft had been assisting in an auto accident.

According to our newspartners at al.com, the crash happened in a heavily wooded area in the Goodman community of Coffee County, about 10 miles west of Enterprise. This was about a half-mile from the vehicle crash site.

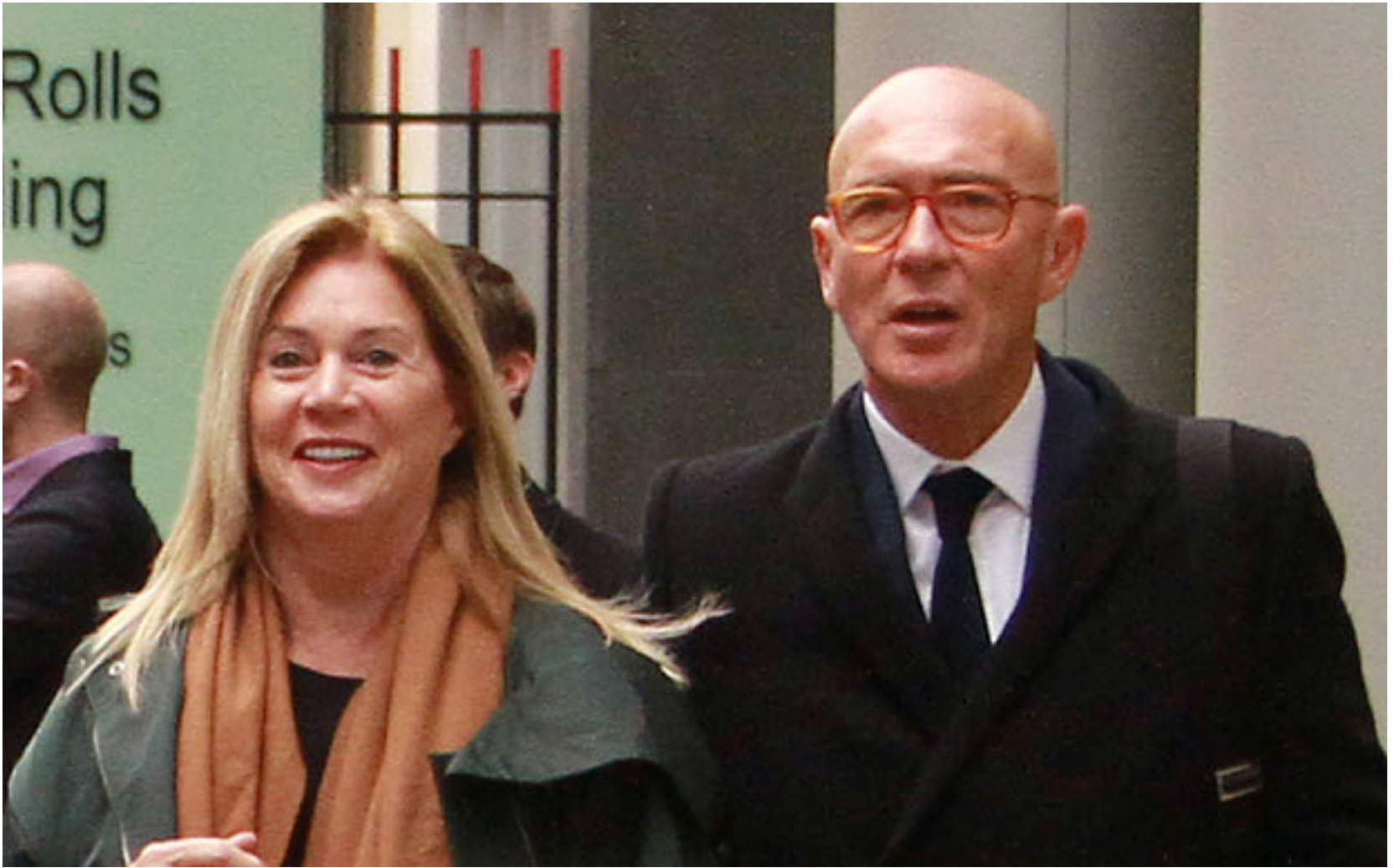
Officials say that the four people on board, included three crew members and one passenger, were all killed.

Local authorities continue to investigate the incident. The National Transportation Safety Board will be the lead investigating agency and is scheduled to arrive on site later today. Alabama EMA will continue to support the responding agency as needed.

From: [Tittel/Caloyannidis](#)
To: [Ayers, Dana](#)
Cc: [C/ PZ Betty Conway](#); [C/ PZ * Carole Kelly](#); [C/ PZ * Crystal Gularte](#); [C/ PZ Erica Conway-Wahle](#); [C/ PZ * Frank Farella](#); [C/ PZ * Julia Winiarsky](#); [C/ PZ * Fred Giarrusso](#); [C/ PZ * Julia Winiarsky](#); [C/ PZ * Kirsty Gerosa](#); [C/ PZ Linda Feutz](#); [C/ PZ Marjorie Lewis](#); [C/ PZ Mary Elke](#); [C/ PZ Michael Piazzola](#); [C/ PZ Patricia Carpignano](#); [C/ PZ * Robert Pursell](#); [C/ PZ * Ryan Brennan](#); [C/ PZ * Sarah Pursell](#); [C/ PZ * Tom Farella](#); [C/ PZ Victor Chiarella](#)
Subject: FW: PALMAZ / Couple wins battle over "excruciating" helicopter noise that put Tess Daly off buying their home - Telegraph
Date: Saturday, March 19, 2016 10:35:34 AM
Attachments: [WebPage.pdf](#)
[ATT00080.htm](#)

<http://www.telegraph.co.uk/news/uknews/law-and-order/12197110/Couple-win-battle-over-excruciating-helicopter-noise-that-put-Tess-Daly-off-buying-their-home.html>

Couple wins battle over 'excruciating' helicopter noise that put Tess Daly off buying their home



A wealthy couple who said "shattering" helicopter noise stymied their hopes of selling their £4m home to Strictly Come Dancing presenter Tess Daly have scored a landmark High Court victory.

"I found the noise excruciating in the garden and clearly noticeable to a significant degree within the rooms."

Mr Justice Peter Smith

A top judge agreed with them, ordering the operators of Buckinghamshire's Bickerton's Aerodrome to cut the racket or pay almost £600,000 in damages.

After a visit to the couple's home, Mr Justice Peter Smith said he was shocked by the noise of training helicopters landing and taking off just 58 metres from the couple's home.

"I found the noise excruciating in the garden and clearly noticeable to a significant degree within the rooms.

"It was simply impossible to have any kind of conversation or do any kind of activity in the gardens when the helicopters were there".

The Peires' live-in housekeeper, Melanie Stenson, described the noise as "pretty awful".

"From the garden, I am able to see the tops of the helicopters bobbing up and down on the boundary as they carry out their manoeuvres," she said.



Strictly Come Dancing presenter Tess Daly with her husband, Vernon Kay Photo: Getty

"It is virtually impossible to enjoy the garden whilst the helicopters are hovering.

"It is too distracting to read a book and is embarrassing to have guests around as conversation is impossible".

The judge said Ms Stenson's account was "compelling" evidence that the helicopter noise amounted to a legal "nuisance" that had to be stopped.

He issued an injunction against Bickerton's Aerodromes Limited, restricting it to only two 15-minute weekly training sessions close to the boundary.

• [Woman makes noise complaint to police only to find neighbour was screaming for help from house fire](#)

The racket was so dreadful that the judge said he would have awarded Mrs Peires, who brought the case, £583,000 in compensation.

But the return of peace and quiet to her home - Shepherd's Holt, a six-bedroom mansion in leafy Denham, Bucks - was more important to her than the money, the court heard.

The judge said of Mrs Peires: "Her approach has been one of reasonable restraint; the aerodrome's approach regrettably has not been the same".

And, urging the operators of the 100-year-old airfield to listen to her concerns in future, he added: "This is just plain good neighbourly conduct".

The couple ploughed £1.5million into revamping Shepherds Holt soon after they bought it for £1.275 million in 2006.

And Mrs Peires, 69, earlier told the judge: "We made that house exactly the way we wanted it. We wanted to live there for ever".

But their dreams soured when relaxing in their 2.5-acre garden and afternoon tennis parties had to compete with the roar of helicopters from the aerodrome.

The couple had no objection to the "low hum" of aviation, but said the noise of choppers taking off and landing on a "ramp" just yards from the boundary was unacceptable.

She said the "loud drumming and shattering" penetrates into the drawing room and master bedroom even with the double-glazed windows tight shut.

They ended up putting Shepherd's Holt on the market just five years after they bought it as the noise was "driving us crazy", Mrs Peires told the court.

Estate agents initially suggested a £4 million price tag but Mr and Mrs Peires said punters were repeatedly deterred by the intrusive howl of helicopters.

"Tess Daly said later that they loved our house but that they couldn't live with those helicopters."

Norman Peires

Tess Daly and Vernon Kay had been very keen on buying the property - until they stepped out into the garden, Mr Peires told the judge.

The celebrity couple were "left horrified by the noise" during their second viewing and were visibly shocked, the court heard.

"Tess Daly said later that they loved our house but that they couldn't live with those helicopters", the businessman added.

Another potential buyer put off by the helicopters was TV sports broadcaster, Gabby Logan, the court heard.

The couple said she had only made it as far as the garden gate before she was "put off by the noise".

Mr Peires, who made his fortune in the travel industry, said they ended up letting Shepherd's Holt between 2013 and 2015.

And he told the judge: "Our main request of the court is to help us live in peace."

From: [Tittel/Caloyannidis](#)
To: [Ayers, Dana](#)
Cc: [C/ PZ * Carole Kelly](#); [C/ PZ Erica Conway-Wahle](#); [C/ PZ * Frank Farella](#); [C/ PZ * Julia Winiarsky](#); [C/ PZ * Kirsty Gerosa](#); [C/ PZ Linda Feutz](#); [C/ PZ Marjorie Lewis](#); [C/ PZ Mary Elke](#); [C/ PZ Michael Piazzola](#); [C/ PZ Patricia Carpignano](#); [C/ PZ * Robert Pursell](#); [C/ PZ Victor Chiarella](#)
Subject: FW: PALMAZ HELIPORT APPLICATION
Date: Friday, February 19, 2016 2:22:52 PM
Attachments: [PALMAZ - HELICOPTER CRASH HAWAII.pdf](#)
[PALMAZ - U.S. HELICOPTER CRASHES JAN - FEB 2016.pdf](#)

Dear Dana,

Please enter into the record the attach reports of four more non-military helicopter crashes in the U.S. in addition to the one on February 18 in Hawaii I forwarded to you earlier (herewith again).

Menominee MI
Linden NJ
Phoenix AZ
Kauai

Thank you,
George

Alabama

Teen in critical condition after private helicopter crashes into Hawaii's Pearl Harbor



In this image taken from video provided by Shawn Winrich, a helicopter crashes near Pearl Harbor, Hawaii on Thursday, Feb. 18, 2016. The private helicopter with five people aboard crashed and sank into the water, leaving a teenage passenger in critical condition. (Shawn Winrich via the AP)



By **Associated Press**

on February 18, 2016 at 9:24 PM, updated February 18, 2016 at 10:53 PM

PEARL HARBOR, Hawaii — A private helicopter with five people on board crashed Thursday into Hawaii's Pearl Harbor, leaving a teenage passenger in critical condition, officials said.

The Bell 206 aircraft made a hard landing and sank near the Pearl Harbor Visitor Center, a popular tourist destination on Oahu, U.S. Navy spokeswoman Agnes Tauyan said.

The names of the five people on board were not immediately released.

"We are told bystanders jumped in to help rescue these patients from the water," said Shayne Enright, spokeswoman for Honolulu Emergency Services Department.

One of them was Chris Gardner, a tour guide with Keawe Adventures who was with a group of tourists at the visitor center when he heard the crash.

"I took off my shirt and dove in," he said, describing how he, a Navy sailor, a federal police officer and another man took turns diving to the submerged helicopter and trying to free a passenger with a knife. "He was strapped into his seat in the back of the aircraft."

They eventually freed the teenage passenger.

The helicopter crashed about 20 feet offshore, right next to the visitor center's lawn, said tourist Justice Winrich of Madison, Wisconsin. She watched as it "plopped down" into the water.

"I saw it like as it was coming in, and it looked pretty normal. It didn't look like it was shaking or anything," Winrich said. "It just started like getting really close this way and started going down." She thought it was strange that the helicopter was that close to people.

As it got closer to the water, she saw some dark smoke coming out of the back of the helicopter, and it started shaking slightly.

Winrich saw three people get out of the helicopter immediately and start swimming to shore.

"I was like, oh my God, I can't believe this just happened. It was crazy," she said. "You go on vacation and you never think you're going to see something like that."

Her father, Shawn Winrich, caught the crash on video. His footage shows the helicopter heading toward the water and then crashing down. The blades stop spinning as it turns over in the water.

Local author Allan Seiden was signing books at the visitor center when someone told him a helicopter crashed. He rushed over to where people were gathered, but by then the helicopter wasn't visible.

"I think it sunk instantly," he said.

Seiden watched as the helicopter's occupants— including a man in a neck brace— were carried away on stretchers. "People were very calm. ... You could tell everyone was very shocked," he said.

Federal records show the helicopter is registered to Jeffrey Gebhard of Kailua, Hawaii. He couldn't immediately be reached for comment.

The Navy said in a statement that the helicopter reportedly belongs to Genesis Aviation. The company website says it conducts helicopter tours of Oahu.

Honolulu paramedics treated the 16-year-old passenger and took him to a hospital in critical condition, Enright said.

"It was a team effort and we pray that he's OK," Gardner said of the teen he helped free from the helicopter.

"It's part of the instinct growing up in Hawaii," he said of jumping in to help.

A 45-year-old woman and a 50-year-old man were taken to the hospital in stable condition. Details on the two other people on board, including the pilot, weren't immediately available.

Operations at the visitor center, including visits to the nearby USS Arizona Memorial, were suspended until further notice, the

Navy said. The memorial honors the 1,177 sailors and Marines killed on the ship in the Dec. 7, 1941, attack by Japan.

Federal Aviation Administration investigators were on their way to the crash site. A National Transportation Safety Board investigator was expected to arrive Friday.

It was the second major crash this year involving helicopters on Oahu.

Twelve Hawaii-based Marines were killed when **two military helicopters crashed** during nighttime training on Jan. 14. Both aircraft were CH-53E Sea Stallion helicopters that were part of Marine Heavy Helicopter Squadron 463.

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Helicopter crashes in Menominee neighborhood

By **Rhonda Roberts** (<http://wbay.com/author/wbayrhondaroberts/>)

Published: February 12, 2016, 12:21 pm | Updated: February 12, 2016, 5:58 pm



Photo: Carla Gill

Photo: Carla Gill

A helicopter crashed in the middle of a street in Menominee, Michigan, Friday morning.

The Enstrom helicopter came down in a residential area of 18th Street and 15th Avenue just before 11:30. (<https://www.facebook.com/City-of-Menominee-MI-Government-161874208900/?fref=nf>)

Menominee-based Enstrom Helicopter Corporation describes it as an emergency hard landing.

Police say the Enstrom helicopter lost power and hit treetops and a power pole on its way down.

No one on the ground was hurt. The company says the pilot was able to walk away. Witness Joe Bulin tells Action 2 News he saw the pilot walk from the helicopter to an ambulance.

Menominee police say the pilot did have some injuries but they didn't appear life-threatening.

Enstrom says the helicopter was an experimental TH-180 model. Its workers are helping to remove the damaged helicopter and investigate what happened.

Michigan State Police accident investigators were also called, and the FAA was notified, police said.



City of Menominee, MI - Government

about a week ago

An Enstrom Helicopter came down in a residential area of 18th Street in Menominee today. Menominee Police are asking everyone to stay away from an area from 13th to 16th Avenue and from 17th to 19th Street while the crash scene is cleared.

37

12

142

Helicopter crashed during landing at Linden airport, officials say



By [Staff | NJ Advance Media for NJ.com](#)

on February 06, 2016 at 1:50 PM, updated February 06, 2016 at 4:28 PM

LINDEN — A helicopter crashed during a landing at the Linden Airport, injuring at least one person, police said.

Jim Peters, a spokesman for the Federal Aviation Administration, said a Bell B206 helicopter with two people on board tipped over while conducting practice landings at Linden Airport at about 1 p.m. on Saturday. He said the FAA is investigating.

According to Linden Police Capt. James Sarnicki, at least one person sustained a leg injury in the crash, but he was unsure if it was the pilot or the passenger.

"We were told the helicopter at some point tipped on its side and fell," Sarnicki said.

He said he was unsure how high the helicopter was off the ground before it crashed.

Police are still on the scene, Sarnicki said.

NJ Advance Media reporters Jessica Remo, MaryAnn Spoto and Laura Herzog contributed to this story.

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Jessica Remo may be reached at jremo@njadvancemedia.com. Follow her on Twitter [@JessicaRemoNJ](#). Find [NJ.com](#) on [Facebook](#).

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The pilot of a private helicopter escaped serious injury when it crash-landed in the dry bed of the Salt River in Phoenix after taking off from Sky Harbor International Airport



THE ASSOCIATED PRESS

January 25, 2016 - 9:09 am EST

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PHOENIX — The pilot of a private helicopter escaped serious injury when it crash-landed in the dry bed of the Salt River in Phoenix after taking off from Sky Harbor International Airport.

Cap. Red Riddle-Bigler of the Phoenix Fire Department said the helicopter's engine failed after takeoff Sunday evening, and a Federal Aviation Administration spokesman said the agency will investigate.

Riddle-Bigler said the helicopter was severely damaged but that the pilot had only a few scratches.

FAA records indicate the helicopter is registered to a Tucson man.

KNXV-TV (<http://goo.gl/YoMPyd>) reported that the helicopter was en route to the southern Arizona city after making stops in Las Vegas and Phoenix on a flight from Oregon.

FAA spokesman Ian Gregor says the helicopter went down near South 28th Street and East Elwood Avenue.

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Helicopter has hard landing on Kauai

Posted: Jan 18, 2016 5:15 PM PST
Updated: Feb 08, 2016 5:15 PM PST

By Jordan Segundo [CONNECT](#)

KALALAU, Hawaii - Five people were injured Sunday, after a Blue Hawaiian tour helicopter had a hard landing on Kalalau Beach on Kauai, county officials said.

Emergency personal responded to the site and flew the five injured passengers to Wilcox Hospital. Four people suffered back injuries and one with minor injuries. Another passenger and the pilot of the helicopter were unharmed.

According to Kauai county officials, one female victim sustained serious back injuries and was medevacked to Oahu Sunday night.

The cause of the hard landing is still under investigation.

On Monday, a representative from Blue Hawaiian Helicopters said they hired a salvage company and have successfully removed the downed helicopter by air.

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Subject: PALMAZ HELIPORT APPLICATION
Date: Friday, February 19, 2016 1:13:26 PM
Attachments: [PALMAZ - HELICOPTER CRASH HAWAII.pdf](#)

Dear Dana,

Please enter into the file the latest touring helicopter crash in Hawaii on February 18, 2016. Five people rescued, one teen in critical condition.

Thank you,

George

Alabama

Teen in critical condition after private helicopter crashes into Hawaii's Pearl Harbor



In this image taken from video provided by Shawn Winrich, a helicopter crashes near Pearl Harbor, Hawaii on Thursday, Feb. 18, 2016. The private helicopter with five people aboard crashed and sank into the water, leaving a teenage passenger in critical condition. (Shawn Winrich via the AP)



By **Associated Press**

on February 18, 2016 at 9:24 PM, updated February 18, 2016 at 10:53 PM

PEARL HARBOR, Hawaii — A private helicopter with five people on board crashed Thursday into Hawaii's Pearl Harbor, leaving a teenage passenger in critical condition, officials said.

The Bell 206 aircraft made a hard landing and sank near the Pearl Harbor Visitor Center, a popular tourist destination on Oahu, U.S. Navy spokeswoman Agnes Tauyan said.

The names of the five people on board were not immediately released.

"We are told bystanders jumped in to help rescue these patients from the water," said Shayne Enright, spokeswoman for Honolulu Emergency Services Department.

One of them was Chris Gardner, a tour guide with Keawe Adventures who was with a group of tourists at the visitor center when he heard the crash.

"I took off my shirt and dove in," he said, describing how he, a Navy sailor, a federal police officer and another man took turns diving to the submerged helicopter and trying to free a passenger with a knife. "He was strapped into his seat in the back of the aircraft."

They eventually freed the teenage passenger.

The helicopter crashed about 20 feet offshore, right next to the visitor center's lawn, said tourist Justice Winrich of Madison, Wisconsin. She watched as it "plopped down" into the water.

"I saw it like as it was coming in, and it looked pretty normal. It didn't look like it was shaking or anything," Winrich said. "It just started like getting really close this way and started going down." She thought it was strange that the helicopter was that close to people.

As it got closer to the water, she saw some dark smoke coming out of the back of the helicopter, and it started shaking slightly.

Winrich saw three people get out of the helicopter immediately and start swimming to shore.

"I was like, oh my God, I can't believe this just happened. It was crazy," she said. "You go on vacation and you never think you're going to see something like that."

Her father, Shawn Winrich, caught the crash on video. His footage shows the helicopter heading toward the water and then crashing down. The blades stop spinning as it turns over in the water.

Local author Allan Seiden was signing books at the visitor center when someone told him a helicopter crashed. He rushed over to where people were gathered, but by then the helicopter wasn't visible.

"I think it sunk instantly," he said.

Seiden watched as the helicopter's occupants— including a man in a neck brace— were carried away on stretchers. "People were very calm. ... You could tell everyone was very shocked," he said.

Federal records show the helicopter is registered to Jeffrey Gebhard of Kailua, Hawaii. He couldn't immediately be reached for comment.

The Navy said in a statement that the helicopter reportedly belongs to Genesis Aviation. The company website says it conducts helicopter tours of Oahu.

Honolulu paramedics treated the 16-year-old passenger and took him to a hospital in critical condition, Enright said.

"It was a team effort and we pray that he's OK," Gardner said of the teen he helped free from the helicopter.

"It's part of the instinct growing up in Hawaii," he said of jumping in to help.

A 45-year-old woman and a 50-year-old man were taken to the hospital in stable condition. Details on the two other people on board, including the pilot, weren't immediately available.

Operations at the visitor center, including visits to the nearby USS Arizona Memorial, were suspended until further notice, the

Navy said. The memorial honors the 1,177 sailors and Marines killed on the ship in the Dec. 7, 1941, attack by Japan.

Federal Aviation Administration investigators were on their way to the crash site. A National Transportation Safety Board investigator was expected to arrive Friday.

It was the second major crash this year involving helicopters on Oahu.

Twelve Hawaii-based Marines were killed when **two military helicopters crashed** during nighttime training on Jan. 14. Both aircraft were CH-53E Sea Stallion helicopters that were part of Marine Heavy Helicopter Squadron 463.

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From: [Tittel/Caloyannidis](#)
To: [Ayers, Dana](#)
Cc: [C/ 2050 Dan Mufson](#); [C/ 2050 Diane Shepp](#); [C/ 2050 Eve Kahn](#); [C/ 2050 Gary Margadant](#); [C/ 2050 Ginna Beharry](#); [C/ 2050 Jim Wilson](#); [C/ 2050 Kathy Felch](#); [C/ 2050 Mary Ann Moffitt](#); [C/ 2050 Melissa Kennedy](#); [C/ 2050 Mike Hackett](#); [C/ 2050 Yeoryios Apallas](#); [C/ PZ Betty Conway](#); [C/ PZ * Carole Kelly](#); [C/ PZ Erica Conway-Wahle](#); [C/ PZ * Frank Farella](#); [C/ PZ * Julia Winiarsky](#); [C/ PZ * Kirsty Gerosa](#); [C/ PZ Linda Feutz](#); [C/ PZ Marjorie Lewis](#); [C/ PZ Mary Elke](#); [C/ PZ Michael Piazzola](#); [C/ PZ Patricia Carpignano](#); [C/ PZ * Robert Pursell](#); [C/ PZ * Tom Farella](#); [C/ PZ Victor Chiarella](#)
Subject: PALMAZ
Date: Monday, February 01, 2016 1:51:10 PM
Attachments: [PALMAZ - GENERAL PETITIONS #12.pdf](#)
[PALMAZ - NEW YORK TIMES.pdf](#)

Dear Dana,

Attached, please find 4 more general petition signatures bringing that total to 404.

Also attached find The New York Times article, A Plague of Helicopters Is Ruining New York published January 30,2016.

I have highlighted the carbon dioxide emissions comparison for the Airbus AS350, similar to the one proposed (though once the permit of the helipad is granted, the model may change absent any public input) which shows that that helicopter produces approximately 950 pounds per hour as compared with 22 pounds for an average car.

I have also highlighted the argument which has already been entered into the record about the absurdity of subjecting residents to the "incessant noise and air pollution" of tourist helicopters. At least, one can make the argument that tourist activity, as ill advised as it may be brings some financial benefit to a community, while a personal use helicopter brings none whatsoever.

George Caloyannidis



The New York Times | <http://nyti.ms/1QOaqhl>

SundayReview | OPINION

A Plague of Helicopters Is Ruining New York

By **ADRIAN BENEPE** and **MERRITT BIRNBAUM** JAN. 30, 2016

IN recent years, New York City has invested over \$2 billion in spectacular new waterfront parks. But that investment, and New Yorkers' enjoyment of their parks and neighborhoods, is being ruined by an invasion of noisy, polluting tourist helicopters.

The long piers in Hudson River Park, near Chelsea, seem an inviting retreat, well removed from the noise of the West Side Highway. But these days the pleasure of a sunny bench and a river view is being obliterated by a fleet of helicopters flying up and down the Hudson. Just as the noise from one chopper fades away, a new one approaches, and it feels as if we're trapped in a landing zone on a military base.

This experience is not unique to one pier, or even to one city park. Daily, about two million people on both sides of the Hudson have their senses attacked by the plague of tourist helicopters.

According to New York City Economic Development Corporation estimates, there were over 56,000 sightseeing tourist helicopter trips in 2014, operating every day, for as much as 10 hours a day — and all taking off from the Downtown Manhattan Heliport. To be clear, we are not including helicopters used by the police and hospitals, or even private business and leisure charters. In 2014, nontourist flights accounted for merely 1,936 of the 58,021 flights taking off from the downtown heliport. Moreover, tours represented 75 percent of *all* flights taking off from Manhattan's three city-owned heliports.

City leaders should consider the high price we pay for helicopter tourism, a cost to our environment and to the quality of life in our parks and neighborhoods. While the revenue to the city is negligible, a 1999 report on one of the heliports cited research stating that helicopters were the “source of measurable quantities of smog-forming gases and elevated levels of formaldehyde and other cancer-causing toxic emissions.” Workers at 55 Water Street have filed more than 1,200 complaints of headaches, nausea and respiratory irritation caused by helicopter exhaust in their building’s ventilation system.

The Airbus AS350 series of helicopters, one of the most popular among tour operators, produces approximately 950 pounds of carbon dioxide emissions per hour; the average car produces 22 pounds per hour. There are often eight helicopters motoring on the downtown heliport at any time. For those living and working nearby, that’s like 340 cars idling outside your window. Conservatively estimated, the 56,000 annual tourist flights have a carbon footprint greater than 6,000 metric tons.

The reason so many people are affected is the city-defined route the sightseeing helicopters take. The tourist choppers take off from the city-owned heliport in the Financial District, and typically swoop over toward Brooklyn Bridge Park, circle around Governors Island and the Statue of Liberty, and fly north up the West Side, buzzing over miles of new waterfront parks. They then motor to the New Jersey side of the river and make the trip back down, effectively passing these locations twice per trip. Each tourist pays between \$144 and \$290 for a 15- to 30-minute ride. And with helicopters carrying up to six passengers, that means a half-hour trip could earn operators more than \$1,500.

The recent public and private investment in new waterfront parks is aimed at providing rest and relaxation at the water’s edge. At Brooklyn Bridge Park, there is even a green sound berm to block the noise from the Brooklyn-Queens Expressway as it skirts Brooklyn Heights. But you can’t find quiet at the ends of the piers there, or on Governors Island or in Hudson River and Riverside Parks because of the unending din of tourist helicopters. And Lower Manhattan, the fastest growing residential area in the state in recent years, is becoming an unpleasant place to raise a family, say some residents whose children cannot sleep.

At a recent City Council hearing on the subject, speaker after speaker talked about the torture of endless pollution and noise. More startling, Economic Development Corporation officials, defending the city's permitting of the flights, testified that the lease to the operators of the downtown heliport brought in only \$3 million a year in direct revenue. But the private companies that run the tourist fleet probably gross tens of millions a year, using a heliport the city spent \$6 million to renovate. To put that \$3 million in context, the food concessions in Central Park alone net more revenue. Is that tiny rounding error in the city's revenue worth the daily misery inflicted on millions of New Yorkers?

Legislation being considered by the City Council's Environmental Protection Committee could help, and can't come soon enough. (In the last few days, there have been rumors of a deal to reduce the number of flights, but no details had been announced at press time.) Banning helicopters that exceed federal noise levels from taking off and landing at city-owned heliports, as the council members' proposal would do, would instantly improve the city's air quality, and make our parks and neighborhoods once again oases of (relative) quiet.

And if the impact on the environment and on quality of life aren't enough to spur action, consider the security risks. Each day, hundreds of tourists are recruited off the street, whisked past a light security "wanding," with no X-ray machine or background check, and loaded onto an idling helicopter with no barrier between passenger and pilot. These helicopters then fly within 1,000 feet of the most densely populated urban area in the country.

Most tourists (more than 58 million last year) come to New York to enjoy its magnificent public spaces, visit theaters and museums, shop, dine in restaurants, and perhaps get a view from a tall building. They will not stop coming if helicopter tours are ended.

New York City's priority must lie with those who day in and day out have to suffer from the incessant noise and air pollution these tourist helicopters produce, and not with the tourists, who will in any event also benefit from cleaner air and quieter skies.

Adrian Benepe is senior vice president of The Trust for Public Land (www.tpl.org) and a former New York City parks commissioner. Merritt Birnbaum is executive director of Governors Island Alliance.

Follow The New York Times Opinion section on Facebook and Twitter, and sign up for the Opinion Today newsletter.

A version of this op-ed appears in print on January 31, 2016, on page SR4 of the New York edition with the headline: Attack of the Helicopters.

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Cahill, Kelli

From: Tom Farella <tom@farella.com>
Sent: Wednesday, May 06, 2015 5:01 PM
To: Cahill, Kelli
Cc: FFarella@fbm.com; tom@farella.com
Subject: Palmaz heliport

Hi Kelli

Please keep us in the loop on the proposed helicopter landing site at the Palmaz residence property.

We strongly oppose any such plan and I think it's obvious that the residential property adjacent to their strictly limited commercial operation would be combined for the purposes of their visitors. Regardless, to consider such an outrageous proposal to a region that is one of Napa Valley's most serene areas is hard to fathom.

Thank you

Tom Farella

Tom Farella
Farella Vineyard
2222 N. 3rd Avenue
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707-254-9489

Winery Website: <http://www.farella.com>

Map: <http://farella.com/visit/>

April 20, 2016

David Morrison
Planning Director
Napa, CA

RE: Palmaz Heliport Application

Dear Director Morrison,

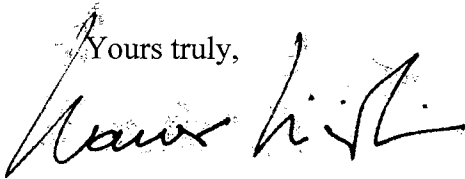
The letter is to be added to those you have received in the matter of the possible heliport in the Coombsville area. My family owns an 82 acre vineyard (parcel numbers are 049-080-029, 049-080-030 and 049-080-031) which contains a State of California impoundment of water (40 acre feet) which is used for irrigation. This pond is an attractive resting place for Canadian geese – which fly to and from the pond daily at many different times. I believe one of the hazards of helicopter flight is large-bird flocks. Is this something which would affect the safety of aircraft flights in a mixed residential area along Olive Hill Lane and other residential roads in the aircraft flight paths?

The hills along the Mt. George area also attract large groups of ravens and crows which especially are drawn to the thermals arising from these foothills and cliffs. Such flocks can be seen daily in the same mixed residential area.

I believe these facts should be taken into account as to the suitability of a heliport in this area.

Beyond the suitability considerations, my sense is that it is not correct to allow any private, personal use of this or any kind of air field in the Napa Valley. If the county would permit one such use, what would be the grounds for refusing another applicant? There are perhaps many folks in the valley who have the means to avail themselves of similar conveniences. What would be the grounds for not granting such use to any of them?

Yours truly,



Warren Winiarski
Manager, Arcadia Vineyards